Investing in New Zealand's transport future: A presentation to the RCA Forum

November 2018

NZ **TRANSPORT** AGENCY WAKA KOTAHI

New Zealand Government

Background to the National Priority Programmes – A shift in government priorities

- GPS 2018 presented changes in direction, prioritising a safer transport system free of death and injury, accessible and affordable transport, reduced emissions and value for money.

- Government made available significant extra funding to support their vision.

PUBLIC TRANSPORT

NLTP 2018-21 $3.1 BILLION TARGET INVESTMENT

↑ **53%** INCREASE FROM 2015-18 EXPENDITURE

↑ **87%** INCREASE FROM 2012-15 EXPENDITURE

WALKING AND CYCLING IMPROVEMENTS

NLTP 2018-21 $390 MILLION TARGET INVESTMENT

↑ **28.3%** INCREASE FROM 2015-18 EXPENDITURE

↑ **79.4%** INCREASE FROM 2012-15 EXPENDITURE

LOCAL ROAD IMPROVEMENTS

NLTP 2018-21 $1.23 BILLION TARGET INVESTMENT

↑ **34.9%** INCREASE FROM 2015-18 EXPENDITURE

↑ **38.9%** INCREASE FROM 2012-15 EXPENDITURE

REGIONAL IMPROVEMENTS

NLTP 2018-21 $456 MILLION TARGET INVESTMENT

↑ **96%** INCREASE FROM 2015-18 EXPENDITURE

N/A INCREASE FROM 2012-15 EXPENDITURE

Identifying barriers to delivering on government's priorities

A group of local government representatives were brought together to identify barriers and opportunities to spending the extra funding available.
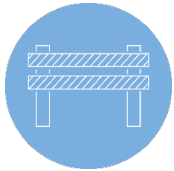
They identified that:

Councils can lack local share, due to competing pressures for funding.

A coordinated approach to scoping and developing programmes could prove beneficial.

In some Councils, capability and especially capacity to identify and deliver projects can be lacking.

The requirements of the planning, investment and delivery processes do not allow the accelerated delivery of projects.

The scope of National Priority Programmes

- National Priority Programmes (NPPs) are being developed to identify and deliver activities in priority areas for the government. The NPPs are targeted towards delivering:

Improved **safety** on local roads.

Walking and cycling to encourage mode shift and reduce environmental effects.

Public transport to encourage mode shift and reduce environmental effects.

A more **resilient** transport system – to keep communities connected.

Regional improvements – to improve safety, connections and access.

Eligibility criteria for inclusion in a National Priority Programme?

- Activities identified as having a high or very high results alignment under the Investment Assessment Framework (IAF)

- Activities must be within one of the following activity classes:

  - Local Road Improvements

  - Public Transport (service and infrastructure improvements)

  - Walking and Cycling

  - Regional Improvements

- Activities must start and be substantially completed in the next three years.

- Activities meeting these criteria are eligible for a targeted, enhanced financial assistance rate (TEFAR).

How National Priority Programmes are being developed

Phase one

- TEFAR was used to encourage the bringing forward of activities in each of the NPP areas for inclusion in the NLTP.

- Anything already approved for inclusion in the 18-21 NLTP with a high/very high results alignment is eligible for inclusion in an NPP. TEFAR has effectively been pre-approved for these.

Phase two

- At the recommendation of local government, we extended TEFAR to activities that have a high or very high results alignment in your low cost, low risk programmes.

- This phase is ongoing. We need Councils to identify the eligible activities within their low cost/low risk programmes and Agency agreement that they qualify.

How National Priority Programmes are being developed

Phase three

- The Agency will be potentially looking to encourage the bringing forward of more high and very high priority activities to improve the mix of activities within each activity class.

- Data on transport problems for safety, access and resilience has been plotted into Geospatial maps. This gives us a view of where the major transport problems are, but not which ones we want to pursue.

- Workshops are planned for November and December to introduce our customer facing staff to these tools and to identify the transport problems we think are worth pursuing.

- Staff will then start to negotiate with relevant Councils the bringing forward of additional activities (December and January).

What to do to get your activities included in an NPP (and qualify for TEFAR)

- Activities that meet the criteria and have already been approved for inclusion in the 2018-21 NLTP are automatically eligible.

- Work with your Agency contacts to identify potentially eligible activities from your low cost, low risk programmes.

- With your Agency contact, form a view of whether these activities have a high or very high results alignment and they meet the remaining criteria.

- Once you have identified these, write a letter, addressed to your Director Regional Relationships **identifying the activities you wish to receive TEFAR for and committing to spend the saving on transport.**

- A confirmation letter will be provided to you.

- That's all you need to do!

How the Transport Agency will support you – providing capability and capacity

- A draft "menu" of support setting out how the Agency's different groups can help local authorities is nearly complete.

- Each of the Agency's business groups drafted a "support offering", tried to be aspirational and not limit themselves based on existing constraints like resourcing.

- They have been encouraged to think about how we can transition from providing advice and information to more active support like building understanding and capability and providing capacity.

- The Agency will need to quickly address the resourcing implications and set out how we prioritise requests from local government effectively.

How the Transport Agency will support you – clearer and streamlined processes

1. NZTA capability and performance

- Survey customer-facing staff to establish current state levels of capability and performance
- Design learning pathways to close gaps
- Hold staff to account for the quality of their advice

2. Sector understanding and capability

- Shift focus from passive learner-led activities into active learning with support from NZTA teams
- Provide clear guidance on BCA and IDMF, as well as smart tools and templates to progress activities in a fit-for-purpose way
- Develop and socialise exemplars to showcase real stories and experiences (building sector IP)

3. Process simplification and improvement

- Identify opportunities to simplify the business case and investment processes
- Pilot new ways of working that right size the requirements and level of effort at each stage (by Christmas)